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ABOUT THE COVER

The Bay Area is made up of the nine counties that touch San Francisco Bay, each represented here by a photo. The three largest images depict the region's anchor cities: San Francisco, San Jose and Oakland (listed in order of appearance). The smaller images showcase the beauty and diversity of the region's terrain.

SAFE BATA MTC

When it comes to scenery, the Bay Area has it all—vast expanses of shimmering, blue water framed by striking skylines

METROPOLITAN TRANSPORTATION COMMISSION and rugged coastlines...distinctive neighborhoods and picturesque hamlets...rolling hills carpeted with green...mountain peaks and lush vineyards. This varied terrain has given rise to a singularly diverse transportation network that includes 1,400 miles of highway, eight toll bridges, nearly 20,000 miles of local streets and roads,

BAY AREA TOLL AUTHORITY three major commercial airports, five public seaports and more than two dozen public transit agencies operating everything from diesel buses and commuter trains to cable cars, streetcars and ferries. Keeping this network on track, in shape and interconnected is the Metropolitan Transportation Commission—now in its 30th year—and the agency's off-

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS shoots, the Bay Area Toll Authority and the Service Authority for Freeways and Expressways.

LETTER FROM THE EXECUTIVE DIRECTOR



THE BAY AREA FINISHED
THE YEAR ALMOST
\$10 BILLION RICHER IN FUNDING
FOR TRANSPORTATION
PROJECTS AND SERVICES.

When I look back at the highlights of 2000, the first thought that comes to mind is: What a difference a year can make! The Bay Area finished the year almost \$10 billion richer in funding for transportation projects and services.

Most of the thanks—nearly \$8 billion worth—for this unexpected windfall goes to the voters of Santa Clara and Alameda counties, who mustered stunning supermajority vote totals for half-cent transportation sales taxes in November. Credit also is due to Governor Gray Davis and the state Legislature, who earlier reached agreement on a \$6.8 billion statewide Traffic Congestion Relief Program (TCRP), of which \$1.7 billion is earmarked for the Bay Area. MTC helped guide the selection of projects for the TCRP by identifying and evaluating scores of potential transportation improvements in a major planning study called the *Bay Area Transportation Blueprint for the 21st Century*.

Though substantial, this new funding is but a down payment on the over \$33 billion in unfunded transportation needs identified in our Blueprint. In the coming year we will work with our legislative delegation in Sacramento to build on last year's breakthroughs and keep the funding flowing. If we can multiply last year's gains by, for example, making transportation the permanent recipient of proceeds from the sales tax on gasoline, we will have scored another significant victory in our long struggle to secure additional resources to improve regional mobility. With the state's power crisis draining General Fund revenues, however, our first mission will be to protect the gains we've already made.

But it's not only about money. For MTC, the year 2000 was significant for other reasons, too. Last year marked the 30th anniversary of the creation of our agency by the California Legislature. We were brought into being with a strong mandate to better integrate and further develop a diverse, loosely knit transportation network covering nine counties and incorporating public transit, highways, airports, seaports and railroads. In the intervening three decades, the scope of our duties has broadened, and we have grown as an organization to the point where we are now three agencies (and three acronyms) in one—MTC, BATA and SAFE.

In 1987, the state Legislature authorized the creation of MTC's Service Authority for Freeways and Expressways (SAFE), which launched the Bay Area's roadside motorist-aid call box program in mid-1988. Four years later, SAFE kicked off its second program, the

Freeway Service Patrol. These traveler services have flourished under MTC's leadership and both are now well-established, essential features of the region's highway network.

In 1997, MTC received another vote of confidence from the Legislature when it was designated to serve as the Bay Area Toll Authority (BATA), a new body created to oversee the administration of the \$1 base toll collected on all state-owned Bay Area bridges. BATA came into being in January 1998, and now is responsible for funding a number of congestion-relieving and safety-related bridge projects, including the construction of entirely new spans to replace or augment existing structures at the Carquinez and Benicia-Martinez bridge sites.

Over time, MTC also has taken on the role of regional transportation financier, and last year we allocated or programmed over \$1.5 billion to fund hundreds of projects and services throughout the Bay Area—a figure that is double what it was a decade ago.

Last year we also said good-bye to the man most responsible for the growth and maturation of the agency over the last 23 years, Lawrence D. Dahms. When Larry retired as MTC's executive director on December 31, 2000, the official end of the millennium also became the unofficial end of an era at MTC. We will miss Larry's vision, his steady hand and his unwavering commitment to cooperative partnership among all transportation players in the region. As I assume his duties, I am grateful for the superb staff and the reservoir of good will Larry has left as his legacy. All of us in the Bay Area are the beneficiaries of his quarter-century of far-sighted leadership.

In gearing up to confront the major challenges that face MTC in 2001—updating the 25-year *Regional Transportation Plan*, issuing \$400 million in BATA bonds to finance bridge construction, rolling out the TransLink® transit fare payment system—we are bolstered by the agency's 30-year record of effectiveness and leadership. I am hopeful that in 2002 I'll be able to say again, "What a difference a year can make!"



Steve Heminger
Executive Director

WE HAVE GROWN AS AN
ORGANIZATION TO THE
POINT WHERE WE ARE NOW
THREE AGENCIES (AND
THREE ACRONYMS) IN ONE —
MTC, BATA AND SAFE.



Bay Area's diverse and far-flung transportation network. Falling into the "more" category are several innovative, high-tech programs to smooth commutes and take the kinks out of intersystem travel, including the TravInfo® traveler information project and TransLink® transit smart card. And, through its Transportation for Livable Communities initiative, MTC is helping to redraw the urban/suburban landscape.

1999–2000 HIGHLIGHTS

Adopted the \$3.8 billion Blueprint plan and landed \$1.7 billion in state funding

Launched an express bus program that will deploy 100 luxury coaches along commuter lanes

Established the Housing Incentive Program (HIP) and Low-Income Flexible Transportation (LIFT) grant program with \$14 million in flexible federal funding

Updated the *Regional Airport System Plan*

Awarded \$18.3 million in Transportation for Livable Communities (TLC) grants to 34 projects

Signed \$23 million contract with Motorola, Inc. to deliver and operate Phase I of the TransLink® regional transit fare payment system

Signed \$38 million contract with PB Farradyne to operate and upgrade the TravInfo® Traveler Information System

Reached 3.5 million transit riders with the Transit Information Web Page

Attracted 675,000 callers to the TravInfo® traveler information phone line

PLANNING AND ADVOCACY

Blueprint for the 21st Century

As MTC entered the 1999–2000 fiscal year, the promise and challenges of the new millennium loomed large, prompting the Commission to launch an ambitious planning exercise to craft a *Transportation Blueprint for the 21st Century*. A call for projects yielded no fewer than 200 proposals from around the region for adding both transit and highway capacity, improving safety, closing gaps, and smoothing intersystem links, with an estimated aggregate capital cost of as much as \$33 billion.

MTC's efforts to analyze project merits and build regional consensus around the most promising options proved timely when, in January of 2000, California Governor Gray Davis announced a parallel effort to develop a statewide transportation vision. When Sacramento cast its net in search of worthy projects, MTC was able to

draw on the Blueprint findings to quickly compile a list of several dozen well-documented, traffic-busting candidates. Adopted at the Commission's March 2000 meeting, the \$3.8 billion package—dubbed the *Blueprint Phased Implementation Plan*—coalesced just in time to make the deadline for submitting ideas to the governor.

Next Stop: Sacramento

A healthy share of MTC's top picks ended up in the governor's statewide Traffic Congestion Relief Program, unveiled in April 2000. In all, the governor's plan proposed to pump \$1.6 billion into the region, nearly matching MTC's dollar request for state funds. Reflecting the visions of both the governor and local leaders, the hybrid package next headed for the state Legislature, where it was subjected to further scrutiny and debate, leading up to final action in July 2000.



Far left: The Metropolitan Transportation Commission is headquartered at the Joseph P. Bort MetroCenter, which is adjacent to the Lake Merritt BART station in Oakland.

Left: MTC's Blueprint for the 21st Century calls for closing gaps in the region's network of freeway high-occupancy-vehicle lanes, also known as diamond lanes.

When the dust settled, the state had enacted a \$6.8 billion, five-year spending plan, giving California's transportation network its biggest one-time cash infusion in over a decade and setting aside more than \$1.7 billion of the total pot for Bay Area projects.

As 2000 drew to a close, transportation was on a roll in the Bay Area, with the proposed BART extension from Fremont to San Jose—a project that was prominently featured in the governor's plan—scoring more than \$2 billion in crucial matching funds in local elections in Alameda and Santa Clara counties. In all, the November elections yielded \$7.9 billion in half-cent sales tax revenues for transit and highway expansion, street and road repairs, and the like in those two counties. Put it all together, and the Bay Area gained nearly \$10 billion in new transportation revenues in 2000—not a bad year!

Express Buses Take Center Stage

If there is a centerpiece to the *Blueprint Phased Implementation Plan*, it is the express bus fleet. Under MTC's vision, this relatively low-cost, low-tech form of transit would become a major new feature of the regional transportation system. The fleet would close gaps in the bus-rail network and take some of the load off crowded freeways while capitalizing on the region's 560-mile web of existing and planned diamond commuter lanes. Highly flexible, express buses can approach the speed and frequency of a rail system when on the freeway, then exit to city streets to deliver commuters practically to their homes or jobs.

The governor and the Legislature set aside \$40 million in the Traffic Congestion Relief Program to help the Bay Area purchase 100 low-emission, long-haul coaches. These top-of-the-



Priced at \$127 million, Caltrain express service not only was featured in MTC's Blueprint, but also was fully funded by the state's Traffic Congestion Relief Program.



The Blueprint calls for investing in a fleet of low-emission, long-haul buses that will capitalize on the region's web of diamond commuter lanes.



The *Regional Airport System Plan* weighed runway expansion at San Francisco and Oakland international airports against other options for increasing capacity.



The *Blueprint* calls for investing \$80 million to close gaps in the region's network of bikeways. MTC's *Regional Bicycle Master Plan* will flesh out that proposal.



The aptly named Transportation for Livable Communities (TLC) program is lavishing some "tender loving care" on town centers, transit hubs and key streets.

line vehicles will entice commuters with such features as high-back seats and electrical outlets for computer hook-ups. As 2000 drew to a close, MTC issued a call for projects to local public transit agencies, which will operate the new express bus service.

Regional Airport System Plan

At the same time as crafting the *Blueprint for the 21st Century*, which dealt with the region's ground transportation network, MTC had its eye on the sky, steering an 18-month effort to update the *Regional Airport System Plan*.

The development of the plan was overseen by a policy panel made up of representatives from MTC as well as the Association of Bay Area Governments (ABAG), the Bay Conservation and Development Commission (BCDC), state and federal agencies, and the region's three international airports—San Francisco (SFO), Oakland (OAK) and San Jose (SJC).

The consultants and policy committee analyzed a range of alternatives for alleviating weather-related flight delays at SFO and for accommodating spiraling air traffic at all three airports: Air passengers will double by 2020,

to 111 million annual passengers, while air cargo tonnage will triple, to 5.5 million tons.

The analysis took a fresh look at a much-publicized proposal to extend SFO's runways into San Francisco Bay. The merits of runway expansion at SFO as well as at OAK were weighed against other options for expanding capacity and minimizing flight delays, including building a new airport in the North Bay, deploying advanced air traffic control technologies and instituting high-speed rail service along the heavily traveled Bay Area-to-Los Angeles corridor.

Sustainable Development

Through its Transportation for Livable Communities (TLC) Program, MTC is combating sprawl one project at a time. The innovative program provides seed money to foster development geared to the needs of pedestrians and transit riders. In communities around the region, typical car-oriented development is giving way to inviting plazas, landscaped streets and attractive, mixed-use "transit villages" that hearken back to old-fashioned town centers and main streets, complete

with easy access to bus and rail lines.

Since the TLC program's inception in 1998, nearly \$30 million in planning and capital grants has been awarded to 79 projects. The program took a new turn in 2000 when MTC established the Housing Incentive Program (HIP), bankrolling it with \$9 million in federal funding. Under the program, local jurisdictions that construct housing near transit hubs will be rewarded with grants that can be used for TLC-type transportation improvements. The higher the density, the greater the grant. By addressing the region's chronic housing shortage and making existing communities more livable, HIP delivers a one-two punch to sprawl.

The past year also saw MTC join forces with ABAG, the Bay Area Air Quality Management District, BCDC and the Regional Water Quality Control Board—as well as the Bay Area Alliance for Sustainable Development—to set in motion the Regional Agencies Smart Growth Strategy. The sponsors hope to reach consensus on a set of best practices for sustainable development and financial incentives to spur similar efforts.

TRAVELER ACCESS AND INFORMATION

TransLink® Hits the Streets

Keep your eye out for the bold “T” inside the tilted green circle—the distinctive, contemporary logo soon will be popping up all over the Bay Area, signaling the launch of the TransLink® universal transit ticket.

The motif will appear on the credit-card-sized TransLink® card itself as well as on readers installed at fare gates and aboard vehicles operated by six local systems participating in the first phase of a pilot program: AC Transit, BART, Caltrain, Golden Gate Transit, San Francisco Muni and (Santa Clara) Valley Transportation Authority.

TransLink® is based on smart-card technology: A wafer-thin computer chip embedded in the plastic will store value and automatically deduct the cost of each trip when the card is passed near a reader. The card also can function as a monthly pass, providing unlimited rides for a set price.

Many years in the planning, the TransLink® program got under way in earnest in mid-1999 when MTC signed a \$23 million contract for Phase I with



Commuters in the know bookmark the Transit Information Web Page for easy access to schedules and route maps for five dozen bus, train and ferry systems.



MTC is set to begin testing the TransLink® smart-card fare payment system on selected lines operated by six local public transit systems in the second half of 2001.



TravInfo® staffers continuously monitor traffic conditions on area highways and bridges, delivering updates to the public via a free phone number, 817-1717.

BLUEPRINT FOR THE 21ST CENTURY



In a poll conducted as part of the analysis for the *Transportation Blueprint for the 21st Century*, 76 percent of citizens and 85 percent of local officials gave a high priority to battling traffic congestion with increased public transit service. The *Blueprint Phased Implementation Plan* ultimately adopted by MTC reflects these regional priorities by devoting a full two-thirds of the \$3.8 billion package, or \$2.6 billion, to the expansion of train and bus services.

Key projects include:

- a BART extension in the Fremont-to-San Jose corridor
- an express bus network
- beefed-up service along the ACE (Altamont Commuter Express) and Capitols intercity rail lines
- San Francisco Muni Metro's Central Subway to Chinatown
- express service for the Peninsula's Caltrain commuter rail line, which would shave 30 minutes off the trip between San Francisco and San Jose.

The plan also calls for \$448 million in diamond-lane gap closures to support the express bus network, and \$80 million to complete the region's bike lane system.

a consortium of experienced smart-card vendors headed by Motorola, Inc. and ERG Group of Australia. In the ensuing months, the contractors have been developing the card, designing and manufacturing the card-reader equipment, and setting up a centralized fare-processing center in Concord, Calif.

MTC views TransLink® as a key strategy for knitting together the region's two-dozen-plus transit operators into a seamless, traveler-friendly network. If all goes well with the pilot program that is set to launch in the summer of 2001, TransLink® could begin regionwide implementation starting in 2002.

Regional Traveler Information

"Welcome to TravInfo®!" Every day, more than 2,000 times a day, travelers dial 817-1717 and are greeted by the familiar voice that is their personal guide to navigating the Bay Area's freeway, bridge and public transit network.

With the push of a few buttons on their handset or car phone, drivers can find out traffic conditions on their exact routes—continuously updated around the clock by the staff at the TravInfo® Traveler Information Center in downtown Oakland.

And when taking the bus or train seems a better choice than driving, the same easy-to-remember, free phone number provides direct links to the phone information centers for more than two dozen public transit systems and ridesharing agencies serving the Bay Area.

A joint project of MTC, Caltrans and the California Highway Patrol, TravInfo® took a leap forward in August 2000 when MTC awarded a \$38 million contract to a team headed by PB Farradyne to operate the high-tech system for the next six years. The contract marks the project's transition from a federally funded "field test" to a permanent component of MTC's portfolio of services.

The contractor team will substantially beef up the data-collection network along area freeways, and provide new avenues for retrieving the information. Commuters will be able to view live traffic information on the TravInfo® Web site, at strategically placed kiosks and via hand-held computers. Meanwhile, calls to the traveler information number are on an upward trend: A marketing campaign that featured prominently placed billboards

helped boost inquiries about traffic conditions by 73 percent in 2000.

More good news came in mid-2000 with the decision by the Federal Communications Commission to designate 511 as a national traveler information number. MTC is spearheading the application of the new number in the Bay Area, which could replace the 817-1717 number by 2002.

Also in the realm of timely traveler information, MTC continues to maintain and grow the Transit Information Page, located at <www.transitinfo.org>. The popular Web site offers schedules and route maps for five dozen public and private bus, train and ferry operators in the Bay Area and adjacent regions. In mid-2001, MTC will release an online trip-planning feature that will generate detailed, personalized transit itineraries for visitors to the site.

Welfare-to-Work Initiative

Just as a picture is worth a thousand words, a map can tell a compelling story. Using the latest in geographic information system technology (GIS), MTC planners have been developing county-level maps that display the density of households with welfare recipients as well as potential job sites,

licensed child-care facilities, job training locations, major medical facilities, and public transit routes and bus stops. The detailed maps show in bold relief the missing transit links that could prevent CalWORKs* participants—many of whom can't afford a car—from successfully making the transition from welfare rolls to payrolls.

Using this information, MTC is working with public transit operators, social service agencies and other stakeholders to tailor new services and programs for this emerging market, and to identify funding resources. To date, conditions have been documented, and action plans developed, for seven Bay Area counties, with two more county plans in the works.

The planning work set the stage for the region to land nearly \$4 million in federal grants (for eight projects) from the Job Access and Reverse Commute Program over the last two years. Another important new funding pot is the aptly named Low-Income Flexible Transportation (LIFT) grant program, established by MTC in April 2000 with \$5 million in flexible federal funding, to be matched by another \$5 million in county welfare funds.



MTC has developed maps showing the spatial relationship among CalWORKs* households, jobs, schools, childcare and transit lines. (Shown here: West Oakland/Emeryville)



In Sonoma and Santa Clara counties, MTC's new LIFT program is subsidizing van services that transport children to after-school programs while their parents are at work.

* The California Work Opportunity and Responsibility to Kids welfare program

Bridges are a defining feature of this scenic region, spanning San Francisco Bay in breathtaking sweeps or with sturdy functionality. The task of ensuring that adequate funding is available for the upkeep of the seven state-owned toll bridges falls to the Bay Area Toll Authority, one of MTC's two alter egos. BATA is currently overseeing a major, \$1.5 billion construction program to overhaul the aging spans—which originally opened between 1927 and 1984—and to keep pace with ever-increasing transbay traffic.



1999–2000 HIGHLIGHTS

Broke ground for three new bridges

Brought in more than \$140 million in toll revenues from the \$1 base bridge tolls

Developed a financial plan that lays the groundwork for issuing \$1 billion in bonds to finance bridge upgrades

Allocated approximately \$25 million to MTC for transit and traffic-relief programs, including over \$2 million for ferries

Reached consensus on a conceptual plan for a striking new Transbay Transit Terminal in San Francisco

Number of vehicles crossing the seven state-owned toll bridges annually: 250 million (approximate)

Bridge Projects Forge Ahead

The next few years should see a veritable bridge renaissance in the Bay Area as several new and improved spans make their debuts. Overseen by the Bay Area Toll Authority (BATA), the unprecedented bridge construction program kicked into high gear during fiscal year 1999–2000, with project after project reaching important milestones.

Constructing new spans, widening existing ones and upgrading approaches will cost some \$1.5 billion by the time all of the planned expansion projects are completed. Bridge rehabilitation projects will add another \$190 million to the tab over a 10-year period.

This huge investment in the Bay Area's infrastructure is being paid for thanks to the foresight of the region's voters, who in 1988 approved Regional Measure 1 (RM 1). The measure authorized a standard base auto toll of

\$1 for the region's state-owned bridges to pay not only for certain highway and bridge improvements, but also for public transit rail extensions, and other congestion-busting projects. (The second dollar of the toll was added in 1998 to help pay for the bridge seismic retrofit program, which is overseen by Caltrans.)

In all, five of the seven toll bridges are getting a boost from RM 1: the Benicia-Martinez, Carquinez, San Mateo-Hayward, Richmond-San Rafael and Dumbarton bridges. (The Antioch Bridge is not currently undergoing any work, while the new east span of the San Francisco-Oakland Bay Bridge will be funded by seismic retrofit dollars.)

■ In the city of Martinez, grading equipment and personnel are out in full force, preparing the ground for the new Benicia-Martinez Bridge toll plaza. Work also has begun on the south approach to the bridge, and other por-



Far left: Electronic toll collection, or FasTrak, is now in place on all of the Bay Area's state-owned toll bridges, thanks to funding allocated to Caltrans by BATA.

Left: Rising out of the Bay like a pre-historic sea creature, the Richmond-San Rafael Bridge is undergoing both seismic and rehab work.

tions of the project will kick off in 2001: construction of a new five-lane, northbound span as well as the toll plaza and administration building, and interchange improvements along Interstate 680. The original span will be reconfigured to carry four southbound lanes plus a bicycle/pedestrian path.

- Work is going on underwater as well, with the installation of foundations for the new span of the Carquinez Bridge. The 74-year-old steel truss structure that carries westbound traffic will be replaced with a graceful, twin-towered suspension bridge that will have room for a fourth traffic lane as well as a pedestrian/bicycle lane.

- On the San Mateo-Hayward Bridge, concrete trucks have been lining up, pouring a new bridge deck. The bridge's trestle portion and eastern approach are in the process of being widened, and construction to expand the toll plaza will

start in the spring of 2001. Once completed, the bridge widening will result in a six-lane stretch to match the capacity of the soaring high-rise portion of the span.

- The project to rehabilitate the low-rise section of the Richmond-San Rafael Bridge is being combined with Caltrans' seismic retrofit of the bridge structure, and construction crews are already on the scene. The final segment of the Richmond Parkway—the new eastern approach to the bridge from Interstate 80 near the city of Pinole—is expected to be completed by the spring of 2001.

- One of two projects to improve the western approaches to the Dumbarton Bridge is already finished—the modification to the interchange of U.S. Highway 101 and University Avenue—and the widening of the Bayfront Expressway will be kicked off in 2001.

It is anticipated that the new trestle of the San Mateo-Hayward Bridge will



Widening the San Mateo-Hayward Bridge will add badly needed lanes and shoulders to smooth the flow of traffic and reduce commute-hour backups.



A second span for the Benicia-Martinez Bridge—seen on the right (east of the existing span) in this computer-enhanced photo—will carry five lanes of traffic.



One project to improve the west approach to the Dumbarton Bridge was completed last year, and a second will get under way in 2001.



The classic suspension span shown on the left in this simulation will replace the aging western half of the Carquinez Bridge.



The self-anchored single-tower suspension design seen in this rendering was selected by BATA for the new east span of the San Francisco-Oakland Bay Bridge.

open to traffic in January 2003, and the new Carquinez and Benicia-Martinez spans in September 2003 and June 2004, respectively.

Bridges Strengthened to Withstand the "Big One"

A multibillion-dollar Caltrans program to strengthen the Bay Area's toll bridges is keeping pace with BATA's bridge expansion efforts. Funded in part by the \$1 toll seismic surcharge, work on the affected spans is already well underway. The seismic retrofit of the San Mateo-Hayward Bridge was completed in April 2000, while that of the Benicia and Carquinez bridges will wind up in 2001–02. Work on the Richmond-San Rafael Bridge is scheduled to be finished in mid-2005, and on the west span of the San Francisco-Oakland Bay Bridge in 2008.

The seismic safety project whose progress has elicited the greatest public interest—the replacement of the east span of the San Francisco-Oakland Bay Bridge—is being overseen by Caltrans in partnership with BATA, and expected to be completed by the end of 2006. MTC became involved in the project at the request of the state Legislature, forming the Bay Bridge Design Task

Force in 1997. After months of input from the public and from a panel of engineering experts, MTC, now acting as BATA, selected a design in mid-1998: a graceful, single-tower suspension structure over the shipping channel, linking to a causeway. At the same time, BATA authorized an extension of the \$1 toll seismic surcharge to pay for the suspension portion of the new east span as well as a bicycle/pedestrian path along its entire length. The design of the causeway is now complete, while design work on the suspension segment is expected to wrap up in the summer of 2001.

In a related effort, a BATA study looking at options for extending the bicycle/pedestrian path to the west span of the Bay Bridge is expected to wind up in the spring of 2001. And, in response to ballot measures passed in three East Bay cities and San Francisco, BATA also undertook a feasibility analysis of including a rail line across the Bay Bridge. Completed in July 2000, the study found that such train service would be possible but prohibitively costly, requiring complex structural modifications to the west span of the bridge and through Yerba Buena Island.

Design for Multimodal Terminal Unveiled

BATA has completed a conceptual plan for a new and expanded Transbay Transit Terminal to be constructed on the site of the existing structure in downtown San Francisco. The aging transportation hub is linked to the San Francisco-Oakland Bay Bridge (both structures date to the 1930s) and serves some 20,000 bus passengers daily.

The proposed design for the new glass-and-steel terminal would make travel by both bus and rail more convenient and pleasant for commuters. It features two levels of bus platforms, an underground terminal for future rail service (including a possible extension of the Caltrain commuter rail line), ground-level retail and public spaces, and a grand entry from the street, similar to classic train terminals in Europe. The airy structure would serve AC Transit, San Francisco Muni, SamTrans and Golden Gate Transit, as well as Greyhound and other private carriers.

BATA has worked closely with Caltrans, AC Transit, Caltrain, the city and county of San Francisco, and other affected parties during the conceptual

design phase of the study. The next hurdle is finding the funding to pay for the new terminal's \$1 billion price tag.

Completion of the project will give San Francisco yet another striking landmark to dazzle visitors and residents alike, and one that will encourage transit use as well.

Bonds Fuel Construction

BATA spent much of 2000 gearing up for a new era in its financial operations: issuing bonds to help pay for the RM 1 toll bridge construction program. The financing plan projects that up to \$1 billion in bonds ultimately will be needed, with an initial borrowing of \$400 million in the spring of 2001. Meanwhile, BATA received an impressive AA bond rating from two credit rating agencies. In the words of Standard & Poor's, "This represents one of the highest credit ratings Standard & Poor's carries on a toll agency, and the highest among all transportation-related enterprises."

All bonds will be repaid from the base tolls collected on the bridges.



The Antioch Bridge is one of three Bay Area toll bridges with bicycle access; the current wave of construction will bring that number to six.



A new light-filled, multilevel Transbay Terminal, seen here in an architect's drawing, is in the works for downtown San Francisco.



MTC historically has used a portion of toll proceeds to subsidize ferries and other transit services that relieve traffic in the bridge corridors.

On I-280, a tow truck removes a dozen two-by-fours scattered across the roadway, warding off what could have been a mile-long traffic jam. Else-



where, a truck rescues a motorist whose car has stalled in the fast lane. And at the call box answering center, a dispatcher fields a call from a senior citizen who just ran out of gas. It's all in a day's work for the Freeway Service Patrol and the call box network, two interrelated systems for keeping motorists safe and untangling freeways, operated by the Service Authority for Freeways and Expressways.

1999–2000 HIGHLIGHTS

FREEWAY SERVICE PATROL

Provided coverage on 362 miles of highways in the nine-county region

Achieved permanent status as a program along with all other FSPs in the state

Helped more than 100,000 Bay Area motorists

Saves motorists \$60 million in fuel and delay costs annually

Made plans to increase freeway coverage by another 40-plus miles in the summer of 2001

CALL BOX PROGRAM

Received more than 140,000 calls

Transferred responsibility for answering call box calls in the Bay Area to a private call answering center in order to speed up response time

Replaced the Caldecott Tunnel's 30-year-old call boxes

Installed 14 new call boxes along the Richmond Parkway through a unique agreement between the city of Richmond and MTC SAFE

Tow Truck Program Extended

The cloud hanging over the statewide Freeway Service Patrol (FSP) program has been lifted. The FSP achieved permanent status in 2000, thanks to the efforts of MTC SAFE and other FSP operators throughout California.

Established by state legislation in 1991 as a five-year pilot program, the FSP quickly proved itself on the highways. Citing the success of the tow truck program in keeping traffic moving and motorists safe, the program's boosters have long urged that the statutory sunset (which had been extended once) be lifted.

Finally, legislation sponsored last year by state Senator Betty Karnette of Long Beach achieved the hoped-for result.

In the Bay Area, increasing levels of congestion have made the FSP more important than ever in improving the efficiency of the region's transportation network. The FSP moves motorists with

car trouble out of traffic lanes, removes hazardous debris and quickly clears accidents. An October 2000 evaluation conducted by the Institute of Transportation Studies at the University of California, Berkeley, found that the Bay Area FSP program yielded an impressive cost/benefit ratio: For every tax dollar spent to provide the FSP service, the public saves \$12 in fuel and delay costs. At an annual operating cost of approximately \$5 million, the FSP is providing a savings of \$60 million per year to the region's motorists.

Starting in July 2001, the FSP will add another 41 miles to the 362 miles it already patrols in the region, filling in gaps in current service areas. The new mileage affects Interstate 580 in Alameda County from Pleasanton almost to the San Joaquin County border, and, in San Mateo County, State Route 92 from Half Moon Bay to Interstate 280 and



Far left: The sight of a shiny white Freeway Service Patrol tow truck heading their way is a welcome one for motorists needing help on the highway.

Left: Freeway Service Patrol drivers do what it takes to keep traffic moving, including towing stalled cars off the freeway.

I-280 from SR 92 to Interstate 380. In 2002, another 10-mile portion of SR 92—between I-280 and Highway 101—will be added to the San Mateo County coverage.

The FSP also will inaugurate temporary night-time service in the summer of 2001 on one 25-mile stretch of Interstate 880 between Oakland and Fremont that already has commute-hour coverage. The 10 p.m. to 6 a.m. patrols will help reduce traffic problems expected to be caused by a major pavement resurfacing project being launched by Caltrans. And in a reverse move, day-time hours will be added to Interstate 80 between Vallejo and Fairfield in Solano County where only Friday night and Sunday night service exists at present.

Call Boxes Serve as Roadside Sentinels

Motorists who experience car trouble or want to report an accident or road haz-

ard via a roadside call box are getting a quicker response these days since the responsibility for answering calls from the network of approximately 3,500 call boxes has shifted from the California Highway Patrol (CHP) to a private call answering center.

With the number of cell phone 911 calls and calls from other law enforcement agencies (the highest priorities for the CHP dispatch center) increasing over the past few years, the response time for call box calls had likewise increased. By being the first point of contact for motorists seeking assistance, the private call center can route calls to appropriate agencies, including the CHP when warranted.

Funded by MTC SAFE, the San Francisco-based private call center became fully operational in August 2000, following more than a year of equipment acquisition, set up and testing.



Motorists seeking help for a balky engine or empty gas tank wait no more than 20 seconds on average before their call box call is answered.



With accidents and other incidents causing 50 percent of traffic jams, the FSP is a critical aid to managing highway congestion.

BAY AREA FREEWAY SERVICE PATROL AND CALL BOX COVERAGE

In the East Bay, drivers who travel through the Caldecott Tunnel between Oakland and Orinda can feel safer now that a call box installation project has been completed. Over a period of 18 months ending in the fall of 2000, light-ed blue call box signs were installed and yellow call boxes were replaced inside the tunnel and along its approaches on Highway 24 in both directions. The 48 new call boxes take the place of equipment that had reached the end of its useful life, having been in operation for over 30 years—ever since the third bore of the tunnel was finished in 1964.

By the end of December, another East Bay call box project was completed. Fourteen brand-new call boxes were installed on the Richmond Parkway, the 7-mile-long connector between Interstates 80 and 580 in the city of Richmond. The Richmond Parkway project came to fruition through a unique agreement between MTC SAFE and the city of Richmond, with MTC SAFE overseeing installation and maintenance of the call boxes, and the city responding to calls.

Both the FSP and the call box programs are operated by MTC SAFE in partnership with Caltrans and the California Highway Patrol.



The Freeway Service Patrol is expanding its network to include 69 tow trucks covering 400 miles of Bay Area freeways. MTC SAFE also operates some 3,500 call boxes installed along approximately 1,100 miles of roadway.

SAFE STATISTICS

CALL BOX USAGE	1999–2000	1998–1999
Total Calls for Nine Counties	142,637	170,182
Monthly Average	11,886	14,182
Calls Answered Within 2 Minutes ^(a)	95%	92%
Average Seconds Waited Before Call Was Answered ^(b)	20	30

(a) Goal: 90% (b) Goal: no more than 30 seconds

FREEWAY SERVICE PATROL	1999–2000	1998–1999
Total Assists	109,889	95,687
Monthly Average	9,074	7,974
Excellent Service Rating	92%	92%
Average Minutes Waited Before FSP Arrived	9.5	9.8



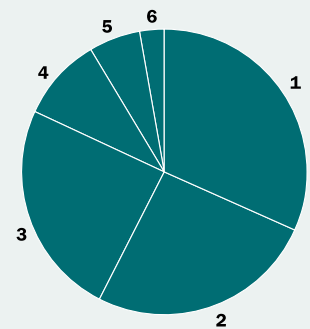
METROPOLITAN TRANSPORTATION COMMISSION FINANCIALS

MTC has two financial stories to tell, and both are accounted for here. Pages 17–20 report on MTC’s internal finances —the sources of agency revenues, how they are managed they are put. Also important are MTC’s external financing activities as an allocator and programmer of local, state and federal funds to transportation providers in the region. These project funding activities are documented on pages 21–23.

REVENUES

Fiscal Year 1999–2000

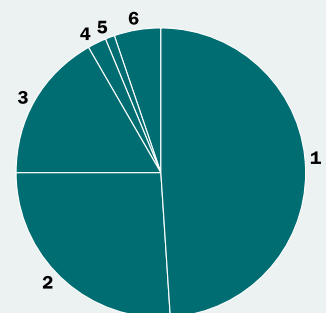
1 Federal Highway Administration	\$12,308,605
2 State and Local Agencies	9,944,436
3 Transportation Development Act	9,358,589
4 Federal Transit Administration	3,724,267
5 California Department of Transportation	2,160,489
6 Interest/Other	1,068,902
Total Revenues	\$38,565,288



EXPENSES & TRANSFERS

Fiscal Year 1999–2000

1 Consultants	\$17,960,680
2 Staff Salaries and Benefits	9,851,559
3 Pass-throughs and Contributions	6,167,905
4 Office Operations	1,649,113
5 Conferences, Training, Travel	237,471
Total Expenses	\$35,866,728
6 Transfers to Reserves	2,698,560
Total Expenses & Transfers	\$38,565,288



For a copy of MTC’s complete, audited general-purpose financial statements for fiscal year 1999–2000, contact the MTC Library at 510.464.7836, or via e-mail at library@mtc.ca.gov.

METROPOLITAN TRANSPORTATION COMMISSION

COMBINED BALANCE SHEETS

<i>Years Ended June 30</i>	2000			1999
	<i>Enterprise Funds</i>	<i>Expendable Trust Funds</i>	<i>Total</i>	<i>Total</i>
ASSETS				
Cash	\$ 1,408,007	\$ —	\$ 1,408,007	\$ 276,182
Cash and investments in County Treasury	8,417,719	77,946,141	86,363,860	105,632,922
Cash in state investment fund	9,093,684	—	9,093,684	8,629,460
Accounts receivable				
Federal Highway Administration	5,297,785	—	5,297,785	2,964,616
Federal Transit Administration	153,413	—	153,413	249,112
Federal Aviation Administration	18,000	—	18,000	—
Interest	275,822	—	275,822	94,210
Other	74,833	—	74,833	185,848
Advance receivable	—	14,699,000	14,699,000	—
Due from state and local agencies	4,522,276	—	4,522,276	2,718,121
Prepaid expenses and other assets	252,872	—	252,872	215,744
Building and equipment, net of accumulated depreciation	3,923,383	—	3,923,383	3,732,210
Total Assets	\$33,437,794	\$92,645,141	\$126,082,935	\$124,698,425
LIABILITIES AND EQUITY				
Liabilities				
Accounts payable	\$ 5,937,740	\$ —	\$ 5,937,740	\$ 3,010,375
Accrued vacation and sick leave	1,590,646	—	1,590,646	1,332,735
Allocations payable	—	46,103,388	46,103,388	36,106,347
Capital leases payable	28,716	—	28,716	65,419
Deferred revenue	—	14,699,000	14,699,000	—
Unearned revenue	2,150,582	—	2,150,582	1,255,706
Total Liabilities	9,707,684	60,802,388	70,510,072	41,770,582
Equity				
Reserved fund balance	—	31,842,753	31,842,753	61,896,293
Retained earnings	23,730,110	—	23,730,110	21,031,550
Total Equity	23,730,110	31,842,753	55,572,863	82,927,843
Total Liabilities and Equity	\$33,437,794	\$92,645,141	\$126,082,935	\$124,698,425

METROPOLITAN TRANSPORTATION COMMISSION

COMBINED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN RETAINED EARNINGS

Enterprise Funds

<i>Years Ended June 30</i>	2000	1999
REVENUES		
Sales taxes under Transportation Development Act		
Planning	\$ 8,021,648	\$ 7,048,592
Administration	1,336,941	1,259,745
Grants		
Federal Highway Administration	12,308,605	9,510,037
Federal Transit Administration	3,724,267	1,336,313
Federal Aviation Administration	41,000	—
California Department of Transportation	2,160,489	2,927,454
Project revenues from state and local agencies	9,944,436	5,391,627
Interest	1,025,539	819,558
Other	2,363	2,717
Total Revenues	38,565,288	28,296,043
EXPENSES		
Operating		
Salaries and benefits	9,851,559	9,049,387
Travel	237,471	244,909
Printing and reproduction	429,721	273,757
Professional fees	17,960,680	9,911,697
Overhead <i>(including allocated depreciation expense of \$369,382 and \$328,091)</i>	616,819	1,134,255
Pass-throughs and contributions to other agencies	6,167,905	4,510,654
Interest	3,462	6,544
Loss on disposal of equipment	11,442	31,371
Other <i>(including depreciation expense of \$86,453 and \$86,454)</i>	587,669	427,938
Total Expenses	35,866,728	25,590,512
Net Income	2,698,560	2,705,531
Retained earnings, beginning of year	21,031,550	18,326,019
Retained Earnings, End of Year	\$23,730,110	\$21,031,550

COMBINED STATEMENTS OF CASH FLOWS

Enterprise Funds

<i>Years Ended June 30</i>	2000	1999
Cash Flows From Operating Activities		
Net income	\$ 2,698,560	\$ 2,705,531
Nonoperating revenues and expenses		
Sales tax revenues	(9,358,589)	(8,308,337)
Operating grant revenues	(28,178,797)	(13,779,751)
Interest revenue	(1,025,539)	(819,558)
Interest expense	3,462	6,544
Adjustments to reconcile operating loss to net cash used for operating activities		
Depreciation	455,835	414,545
Sale of assets	39,837	31,371
Changes in assets and liabilities		
Accounts receivable — other	111,015	16,927
Due from state and local agencies	(1,388,191)	(578,316)
Prepaid expenses and other assets	(37,128)	13,220
Accounts payable	2,927,365	(117,805)
Accrued expenses	257,911	(41,606)
Unearned revenue	894,876	(8,719)
Net Cash Flows Used for Operating Activities	(32,599,383)	(20,465,954)
Cash Flows From Noncapital Financing Activities		
Sales taxes received	10,066,625	7,985,999
Operating grants received	24,799,327	13,620,020
Net Cash Flows Provided by Noncapital Financing Activities	34,865,952	21,606,019
Cash Flows From Capital and Related Financing Activities		
Purchase of fixed assets	(686,845)	(231,370)
Principal payments on capital lease	(36,703)	(16,411)
Interest paid on capital lease	(3,462)	(6,544)
Net Cash Flows Used for Capital and Related Financing Activities	(727,010)	(254,325)
Cash Flows From Investing Activities		
Interest received	843,927	948,497
Net Increase in Cash and Cash Equivalents	2,383,486	1,834,237
Cash and cash equivalents, beginning of year	16,535,924	14,701,687
Cash and Cash Equivalents, End of Year	\$ 18,919,410	\$ 16,535,924
Reconciliation of Cash and Cash Equivalents		
Cash	\$ 1,408,007	\$ 276,182
Cash and cash investments in County Treasury	8,417,719	7,630,282
Cash in state investment fund	9,093,684	8,629,460
Total Cash and Cash Equivalents	\$18,919,410	\$16,535,924

PROGRAMMING AND ALLOCATIONS

In the area of transportation financing, MTC performs two essential functions for Bay Area project sponsors and service providers. Depending on the funding source, MTC takes action to either program or allocate transportation funds from a variety of regional, state and federal sources. Highlighted on this page are MTC's programming activities, in which the agency selects individual projects from among competing proposals and commits certain future state and federal funding to those projects. In its role as an allocator, MTC annually authorizes the actual expenditure of specified state and regional transit funds by eligible claimants according to statutory formulas and regulations (see pages 22–23).

PROGRAMMING, FISCAL YEAR 1999–2000

<i>Program</i>	<i>Date of Action</i>	<i>Funding Period</i>	<i>Number of Projects</i>	<i>Total Program Amount*</i>
2000 RTIP	December 1999	Fiscal Years 1999–2000 through 2002–03	47	\$62.7 million
FTA Section 5307 and FTA Section 5309 Fixed Guideway	April 2000	Fiscal Years 2000–01 through 2002–03	144	\$706.4 million
STP/CMAQ Programs	April 2000	Fiscal Years 2000–01 through 2002–03	344	\$385.3 million (Including \$15 million reserved for future TLC programming)
TEA: County Share	August 1999–June 2000 (varies by county)	Fiscal Years 1997–98 through 2002–03 (varies by county)	38	\$12.3 million (Total of \$24 million available over the six-year period)
TLC: Funded With STP, CMAQ and TEA	April 2000	Fiscal Years 1998–99 through 1999–2000	19** (Capital projects)	\$18 million
Total Projects Funded and Total Funds Committed			592	\$1,184.7 million

* Subsequent actions may adjust these amounts.

** Another 15 planning projects received \$375,000 in TLC funding.

2000 RTIP (Regional Transportation Improvement Program)

The RTIP is the region's contribution to the State Transportation Improvement Program, which programs funds from the State Highway Account. Eligible project types include improvements to state highways, local roads, public transit, intercity rail, pedestrian and bicycle facilities, and other projects.

FTA (Federal Transit Administration) Section 5307 and FTA Section 5309 Fixed Guideway

These federal transit funds flow to the region based on formula and are used for transit capital projects that maintain existing transit services in the San Francisco/Oakland and San Jose urbanized areas.

STP (Surface Transportation Program)/CMAQ (Congestion Mitigation and Air Quality Improvement Program)

Federal STP and CMAQ funds are used to finance several categories of transportation projects: roadway and transit maintenance and rehabilitation; corridor management; customer service projects; TLC; and other regional priority projects funded with the Bay Area's share of federal Revenue Aligned Budget Authority funds.

TEA (Transportation Enhancement Activities): County Share

Federal Enhancements funds in this region are split in half, with 50 percent devoted to TLC and 50 percent devoted to enhancement projects recommended by counties (and approved by MTC). Eligible projects "enhance" the transportation system, for instance by increasing bicycle or pedestrian access, beautifying a transportation facility, preserving historical transportation resources or providing environmental mitigation for highway runoff.

TLC (Transportation for Livable Communities): Funded With STP/CMAQ and TEA

MTC's TLC program funds transportation projects that support community-based development and redevelopment efforts.

ALLOCATIONS FOR FISCAL YEAR 1999–2000

Recipients	Local / Regional					State					Subtotals			Total
	Transportation Development Act				AB 1107 ^(a)	Toll Bridge Revenues ^(b)		State Transit Assistance ^(c)						
	Transit Operations ^(d)	Transit Capital ^(d)	Streets and Roads	Pedestrian and Bicycle	Transit Operations	Transit Operations	Transit Capital	Transit Operations	Transit Capital	Transit Operations	Transit Capital	Other Capital		
TRANSIT AGENCIES														
Alameda-Contra Costa Transit District <i>(AC Transit)</i>	\$ 49,165,484 ^(e)	\$ —	\$ —	\$ —	\$22,637,297	\$ —	\$ 4,529,661	\$ 8,835,312	\$ —	\$ 80,638,093	\$ 4,529,661	\$ —	\$ 85,167,754	
Bay Area Rapid Transit District <i>(BART)</i>	696,041	—	—	—	—	—	36,350,550	—	—	696,041	36,350,550	—	37,046,591	
Caltrain/Joint Powers Board	—	—	—	—	—	—	—	—	1,117,000 ^(f)	—	1,117,000	—	1,117,000	
Central Contra Costa Transit Authority <i>(County Connection)</i>	12,177,727	475,000	—	—	—	—	819,676	1,215,416	—	13,393,143	1,294,676	—	14,687,819	
Eastern Contra Costa Transit Authority <i>(Tri Delta Transit)</i>	5,497,967	2,023,079	—	—	—	—	—	1,069,267	—	6,567,234	2,023,079	—	8,590,313	
Fairfield/Suisun City Flyer	954,213	3,027,394	—	—	—	—	—	—	—	954,213	3,027,394	—	3,981,607	
Golden Gate Bridge, Highway & Transportation District	12,345,706	—	—	—	—	—	—	2,136,068	290,381	14,481,774	290,381	—	14,772,155	
Livermore/Amador Valley Transit Authority <i>(WHEELS)</i>	5,063,119	2,069,345	—	—	—	—	—	523,803	—	5,586,922	2,069,345	—	7,656,267	
Napa Valley VINE	828,713	52,836	—	—	—	—	—	227,672	6,000	1,056,385	58,836	—	1,115,221	
San Francisco Municipal Railway <i>(Muni)</i>	30,131,120	—	—	—	22,637,297	—	675,000	8,497,892	—	61,266,309	675,000	—	61,941,309	
San Mateo County Transit District <i>(SamTrans)</i>	27,703,000	—	—	—	—	—	—	2,038,000	—	29,741,000	—	—	29,741,000	
Santa Clara Valley Transportation Authority <i>(VTA)</i>	75,309,805	—	—	—	—	—	—	4,363,784	—	79,673,589	—	—	79,673,589	
Santa Rosa CityBus	1,850,682	194,000	—	—	—	—	—	301,499	—	2,152,181	194,000	—	2,346,181	
Sonoma County Transit	5,088,524	280,830	—	—	—	—	—	476,305	—	5,564,829	280,830	—	5,845,659	
Union City Transit	1,536,957	292,600	—	47,530	—	—	—	95,907	31,190	1,632,864	323,790	47,530	2,004,184	
Vallejo Transit	2,637,550	—	—	172,295	—	1,229,010	—	230,078	60,000	4,096,638	60,000	172,295	4,328,933	
Western Contra Costa Transit Authority <i>(WestCAT)</i>	2,616,534	774,270	—	—	—	—	504,567	957,303	—	3,573,837	1,278,837	—	4,852,674	
Subtotal	233,603,142	9,189,354	—	219,825	45,274,594	1,229,010	42,879,454	30,968,306	1,504,571	311,075,052	53,573,379	219,825	364,868,256	
COUNTIES/REGIONAL AGENCIES														
Alameda County ^(g)	49,880	—	—	1,357,349	—	928,950	—	—	—	978,830	—	1,357,349	2,336,179	
Contra Costa County ^(g)	—	—	—	538,126	—	25,000	—	—	—	25,000	—	538,126	563,126	
Marin County ^(g)	—	—	—	175,000	—	—	—	—	—	—	—	175,000	175,000	
Napa County ^(g)	1,632,965	378,594	1,508,672	134,046	—	—	—	—	—	1,632,965	378,594	1,642,718	3,654,277	
City and County of San Francisco ^(g)	—	—	—	506,894	—	40,000	—	—	—	40,000	—	506,894	546,894	
San Mateo County ^(g)	—	—	—	747,655	—	—	—	—	—	—	—	747,655	747,655	
Santa Clara County ^(g)	—	—	—	2,123,411	—	—	—	—	—	—	—	2,123,411	2,123,411	
Solano County ^(g)	3,172,388	1,629,250	746,940	164,265	—	—	—	88,000	58,000	3,260,388	1,687,250	911,205	5,858,843	
Sonoma County ^(g)	1,138,914	143,113	940,205	139,769	—	—	—	94,118	—	1,233,032	143,113	1,079,974	2,456,119	
MTC	—	—	—	—	—	—	—	2,018,113	520,000	2,018,113	520,000	—	2,538,113	
Bay Area Toll Authority	—	—	—	—	—	—	1,875,000 ^(h)	—	—	—	1,875,000	—	1,875,000	
Association of Bay Area Governments	—	—	—	—	—	—	140,000 ⁽ⁱ⁾	—	—	—	140,000	—	140,000	
Subtotal	5,994,147	2,150,957	3,195,817	5,886,515	—	993,950	2,015,000	2,200,231	578,000	9,188,328	4,743,957	9,082,332	23,014,617	
Regional Total	\$239,597,289	\$11,340,311	\$3,195,817	\$6,106,340	\$45,274,594	\$2,222,960	\$44,894,454	\$33,168,537	\$2,082,571	\$320,263,380	\$58,317,336	\$9,302,157	\$387,882,873	

(a) Revenues from a half-cent sales tax collected in Alameda, Contra Costa and San Francisco counties
(b) Includes Regional Measure 1 allocations.

(c) Includes community transit operating and capital funds.
(d) Includes Transportation Development Act Articles 4.5 and 8 community transit programs.
(e) Includes allocations to AC Transit for services to Union City.

(f) As the managing agency of Caltrain, SamTrans claims and receives these funds on behalf of the Caltrain/Joint Powers Board.
(g) Includes funding for county and/or cities, as well as local transportation agencies that are not listed separately above.

(h) Allocation of bridge toll funds for the Transbay Terminal Improvement Plan project
(i) Bridge-toll-funded pedestrian and bicycle allocations

The Northern Bridge Group (consisting of the Antioch, Benicia-Martinez, Carquinez and Richmond-San Rafael bridges) generated \$63 million in tolls in FY 1999–2000, while the Southern Bridge Group (made up of the Dumbarton, San Mateo-Hayward and San Francisco-Oakland Bay bridges) generated \$77 million. The steady stream of tolls will allow BATA to issue \$1 billion in revenue bonds for Regional Measure 1 bridge construction projects over the next several years.

REVENUES *Fiscal Year 1999–2000*

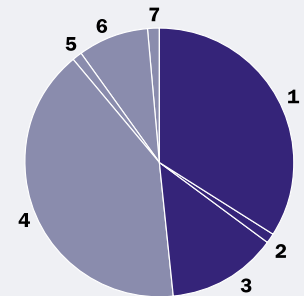
Northern Bridge Group

1 Daily Toll Revenues	\$ 63,221,423
2 Other Operating Revenues	478,790
3 Interest Income ^(a)	21,306,227
Northern Group Total	85,006,440

Southern Bridge Group

4 Daily Toll Revenues	76,692,275
5 Other Operating Revenues	342,195
6 Interest Income	15,385,128
7 Other Nonoperating Income	1,699,628
Southern Group Total	94,119,226

Total Revenues \$179,125,666



EXPENSES & TRANSFERS *Fiscal Year 1999–2000*

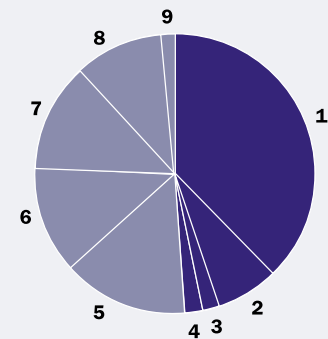
Northern Bridge Group

1 Transfers to Caltrans ^(b)	\$ 69,391,010
2 Operating Expenses ^(c)	13,010,309
3 Transfers to MTC ^(d)	1,335,154
4 Other Transfers	1,269,967
Northern Group Total	85,006,440

Southern Bridge Group

5 Transfers to Caltrans ^(b)	25,977,015
6 Transfers to Reserves	22,715,351
7 Transfers to MTC ^(d)	22,454,604
8 Operating Expenses ^(c)	20,972,256
9 Transfers to Other Agencies	2,000,000
Southern Group Total	94,119,226

Total Expenses \$179,125,666



For a copy of BATA's complete, audited general-purpose financial statements for fiscal year 1999–2000, contact the MTC Library at 510.464.7836, or via e-mail at library@mtc.ca.gov.

(a) Includes \$7,535 in other nonoperating income

(b) Consists of capital expenditures for Regional Measure 1 program and bridge rehabilitation program

(c) Consists of bridge operations, bridge maintenance and Caltrans administration

(d) Consists of transfers to MTC for toll-funded transit programs

Source: Fiscal Year 1999–2000
Toll Bridge Fund Audit

BAY AREA TOLL AUTHORITY

COMBINED BALANCE SHEETS

Northern and Southern Unit Toll Bridge Funds

Years Ended June 30	2000			1999
	Northern	Southern	Total	Total
ASSETS				
Current Assets				
Cash and cash equivalents	\$ —	\$ 28,212,198	\$ 28,212,198	\$ 78,396,126
Accrued interest	6,143,262	4,382,063	10,525,325	8,367,107
Prepaid expenses	—	—	—	27,632
Tolls due from State of California, Department of Transportation (DOT)	1,228,106	643,167	1,871,273	4,467,781
Maintenance funding due from State of California, DOT	7,253,360	3,478,994	10,732,354	4,197,960
Capital contribution due from State of California, DOT	—	3,610,839	3,610,839	57,107,270
Interest due from State of California, DOT	—	—	—	2,621,209
Short-term investments	—	—	—	129,378,588
Transbay Study funding due from State of California, DOT	—	550,000	550,000	—
Prepayments to the Architectural Revolving Fund	—	2,654,440	2,654,440	4,546,033
Restricted and designated cash and investments				
Cash and cash equivalents	23,557,156	73,558,543	97,115,699	71,802,264
Short-term investments	103,016,173	104,389,356	207,405,529	238,197,714
Interfund receivable (payable)	1,867,293	(1,867,293)	—	—
Total Current Assets	143,065,350	219,612,307	362,677,657	599,109,684
Restricted and designated long-term investments	101,314,604	—	101,314,604	10,457,103
Long-term investments	124,952,228	110,440,660	235,392,888	59,528,121
Long-term maintenance funding due from State of California, DOT	—	21,193,759	21,193,759	—
Furniture and equipment (net of accumulated depreciation of \$4,054)	4,065	4,065	8,130	10,161
Total Assets	\$369,336,247	\$351,250,791	\$720,587,038	\$669,105,069
LIABILITIES AND FUND EQUITY				
Current Liabilities				
Bank overdraft	\$ 2,304,514	\$ —	\$ 2,304,514	\$ —
Accounts payable	195,371	1,146,435	1,341,806	428,738
Deferred revenue	—	185,603	185,603	—
Due to State of California, DOT	15,139,207	10,091,469	25,230,676	2,920,583
Total Liabilities	17,639,092	11,423,507	29,062,599	3,349,321
Fund Equity				
Contributed capital from State of California, DOT	321,982,943	288,171,454	610,154,397	606,543,558
Retained earnings	29,714,212	51,655,830	81,370,042	59,212,190
Total Fund Equity	351,697,155	339,827,284	691,524,439	665,755,748
Total Liabilities and Fund Equity	\$369,336,247	\$351,250,791	\$720,587,038	\$669,105,069

BAY AREA TOLL AUTHORITY

COMBINED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN FUND EQUITY

Northern and Southern Unit Toll Bridge Funds

<i>Years Ended June 30</i>	2000			1999
	<i>Northern</i>	<i>Southern</i>	<i>Total</i>	<i>Total</i>
OPERATING REVENUES				
Transfers from State of California, Department of Transportation (DOT) for toll revenues	\$ 63,221,423	\$ 76,692,275	\$139,913,698	\$136,089,254
Other revenues	478,790	342,195	820,985	708,542
Total Operating Revenues	63,700,213	77,034,470	140,734,683	136,797,796
OPERATING EXPENSES				
Transfers to State of California, DOT for operating expenditures	12,290,302	18,267,016	30,557,318	28,942,202
Services and charges	718,992	2,704,224	3,423,216	2,511,677
Depreciation	1,015	1,016	2,031	1,973
Total Operating Expenses	13,010,309	20,972,256	33,982,565	31,455,852
Operating Income	50,689,904	56,062,214	106,752,118	105,341,944
NONOPERATING REVENUES				
Interest income	21,298,692	15,385,128	36,683,820	31,788,862
Other income	7,535	10,231	17,766	599,897
Total Nonoperating Revenues	21,306,227	15,395,359	36,701,586	32,388,759
Income Before Operating Transfers	71,996,131	71,457,573	143,453,704	137,730,703
OPERATING TRANSFERS				
Transfers from Metropolitan Transportation Commission	—	1,689,397	1,689,397	—
Transfers to Metropolitan Transportation Commission	(1,335,154)	(22,454,604)	(23,789,758)	(24,529,462)
Transfers to State of California, DOT for capital expenditures	(69,391,010)	(25,977,015)	(95,368,025)	(53,795,035)
Transfers to other agencies	(1,827,466)	(2,000,000)	(3,827,466)	—
Net Income (Loss)	(557,499)	22,715,351	22,157,852	59,406,206
Retained earnings (loss), beginning of year	30,271,711	28,940,479	59,212,190	(194,016)
Net income (loss)	(557,499)	22,715,351	22,157,852	59,406,206
Retained Earnings, End of Year	29,714,212	51,655,830	81,370,042	59,212,190
Contributed capital, beginning of year	321,982,943	284,560,615	606,543,558	—
Transfers of contributed capital from State of California, DOT	—	3,610,839	3,610,839	606,543,558
Contributed Capital, End of Year	321,982,943	288,171,454	610,154,397	606,543,558
Fund Equity, End of Year	\$351,697,155	\$339,827,284	\$691,524,439	\$665,755,748

BAY AREA TOLL AUTHORITY

COMBINED STATEMENTS OF CASH FLOWS

Northern and Southern Unit Toll Bridge Funds

<i>Years Ended June 30</i>	2000			1999
	<i>Northern</i>	<i>Southern</i>	<i>Total</i>	<i>Total</i>
Cash Flows From Operating Activities				
Operating income	\$ 50,689,904	\$ 56,062,214	\$ 106,752,118	\$ 105,341,944
Adjustments to reconcile operating income to net cash provided by operating activities				
Depreciation and amortization	1,015	1,016	2,031	1,973
Net effect of changes in:				
Accrued interest	(842,038)	(1,316,180)	(2,158,218)	—
Tolls due from State of California, Department of Transportation (DOT)	1,535,776	1,060,732	2,596,508	(4,467,781)
Maintenance funding due from State of California, DOT	(1,197,866)	(4,109,290)	(5,307,156)	(4,197,960)
Interfund receivable (payable)	(1,867,293)	1,867,293	—	—
Interest due from State of California, DOT	78,636	2,542,573	2,621,209	—
Prepaid expenses	13,816	13,816	27,632	(27,632)
Due to State of California, DOT	13,115,450	9,194,643	22,310,093	2,920,583
Accounts payable	46,056	867,012	913,068	224,669
Deferred revenue	—	185,603	185,603	—
Net Cash Provided by Operating Activities	61,573,456	66,369,432	127,942,888	99,795,796
Cash Flows From Capital and Related Financing Activities				
Transfer of contributed capital from State of California, DOT	—	—	—	606,543,558
Transfer of prepayments to Architectural Revolving Fund	—	1,891,593	1,891,593	(13,455,046)
Architectural expenses, Transbay Terminal, offset against prepayments to the Architectural Revolving Fund	—	—	—	8,909,013
Capital contribution due from State of California, DOT	1,862,731	32,273,542	34,136,273	(57,107,270)
Transfers from Metropolitan Transportation Commission	—	1,689,397	1,689,397	—
Transfers to Metropolitan Transportation Commission	(1,335,154)	(22,454,604)	(23,789,758)	(24,529,462)
Transfers to State of California, DOT for capital expenditures incurred	(69,391,010)	(25,977,015)	(95,368,025)	(53,795,035)
Transfers to other agencies	(1,827,466)	(2,000,000)	(3,827,466)	—
Litigation settlement income	—	—	—	544,375
Expenditures for furniture and equipment	—	—	—	(2,080)
Net Cash Provided by (Used in) Capital and Related Financing Activities	(70,690,899)	(14,577,087)	(85,267,986)	467,108,053
Cash Flows Used in Investing Activities				
Proceeds from sale and maturity of investments	549,273,481	374,350,263	923,623,744	29,622,344
Purchase of investments	(589,611,585)	(439,314,385)	(1,028,925,970)	(467,183,870)
Interest on investments	21,048,698	14,385,853	35,434,551	20,856,067
Other, net	7,535	10,231	17,766	—
Net Cash Used in Investing Activities	(19,281,871)	(50,568,038)	(69,849,909)	(416,705,459)
Net (Decrease) Increase in Cash and Cash Equivalents	(28,399,314)	1,224,307	(27,175,007)	150,198,390
Cash and cash equivalents, beginning of year	49,651,956	100,546,434	150,198,390	—
Cash and Cash Equivalents, End of Year	\$21,252,642	\$101,770,741	\$123,023,383	\$150,198,390

BAY AREA TOLL AUTHORITY

NORTHERN UNIT TOLL BRIDGE FUNDS

Northern Unit Revenue and Expenses by Bridge

<i>Year Ended June 30, 2000</i>	<i>Carquinez Bridge</i>	<i>Benicia- Martinez Bridge</i>	<i>Antioch Bridge</i>	<i>Richmond- San Rafael Bridge</i>	<i>Total</i>
OPERATING REVENUES					
Transfers from State of California, Department of Transportation (DOT) for toll revenues	\$25,803,192	\$20,298,040	\$2,922,375	\$14,197,816	\$63,221,423
Other revenues	281,502	108,077	15,182	74,029	478,790
Total Operating Revenues	26,084,694	20,406,117	2,937,557	14,271,845	63,700,213
OPERATING EXPENSES					
Transfers to State of California, DOT for operating expenditures incurred	4,128,386	3,964,109	1,252,286	2,945,521	12,290,302
Services and charges	293,500	233,130	27,203	165,159	718,992
Depreciation	413	330	38	234	1,015
Total Operating Expenses	4,422,299	4,197,569	1,279,527	3,110,914	13,010,309
Operating Income	21,662,395	16,208,548	1,658,030	11,160,931	50,689,904
NONOPERATING REVENUES (EXPENSES)					
Interest income					21,298,692
Other income					7,535
Total Nonoperating Revenues					21,306,227
Income Before Operating Transfers					\$71,996,131
NUMBER OF TOLL-PAID VEHICLES					
	20,461,648	16,813,906	1,909,697	11,841,371	51,026,622

Note: Certain general operating expenses and certain income from investments are allocated based on bridge traffic.

BAY AREA TOLL AUTHORITY

SOUTHERN UNIT TOLL BRIDGE FUNDS

Southern Unit Revenue and Expenses by Bridge

<i>Year Ended June 30, 2000</i>	<i>San Francisco- Oakland Bay Bridge</i>	<i>San Mateo- Hayward Bridge</i>	<i>Dumbarton Bridge</i>	<i>Total</i>
OPERATING REVENUES				
Transfers from State of California, Department of Transportation (DOT) for toll revenues	\$48,682,505	\$16,998,547	\$11,011,223	\$76,692,275
Other revenues	203,874	90,543	47,778	342,195
Total Operating Revenues	48,886,379	17,089,090	11,059,001	77,034,470
OPERATING EXPENSES				
Transfers to State of California, DOT	12,505,203	3,386,021	2,375,792	18,267,016
Services and charges	2,454,427	140,581	109,216	2,704,224
Depreciation	654	204	158	1,016
Total Operating Expenses	14,960,284	3,526,806	2,485,166	20,972,256
Operating Income	33,926,095	13,562,284	8,573,835	56,062,214
NONOPERATING REVENUES (EXPENSES)				
Interest income				15,385,128
Other income				10,231
Total Nonoperating Revenues				15,395,359
Income Before Operating Transfers				\$71,457,573
NUMBER OF TOLL-PAID VEHICLES				
	44,855,956	14,409,281	10,399,814	69,665,051

Note: Certain general operating expenses and certain income from investments are allocated based on bridge traffic.

Funded primarily by a \$1 per vehicle registration fee, MTC's Service Authority for Freeways and Expressways oversees the operations of the region's Freeway Service Patrol and call box programs in partnership with the California Department of Transportation (Caltrans) and the California Highway Patrol (CHP). Supplemented by local, state and federal funding sources, these two programs combined to assist Bay Area motorists nearly 200,000 times last year.

REVENUES Fiscal Year 1999-2000

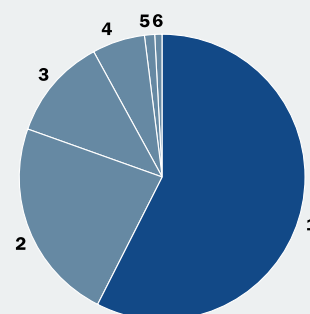
Call Box Program

1 Registration Fees (includes interest)	\$ 6,807,382
Call Box Program Total	6,807,382

Freeway Service Patrol

2 State Contribution	2,747,232
3 Transfer From Reserves	1,371,874
4 Federal CMAQ ^(a) Funds	706,966
5 Local Agencies	133,546
6 Federal Traffic Mitigation Funds	82,116
Freeway Service Patrol Total	5,041,734

Total Revenues **\$11,849,116**



EXPENSES Fiscal Year 1999-2000

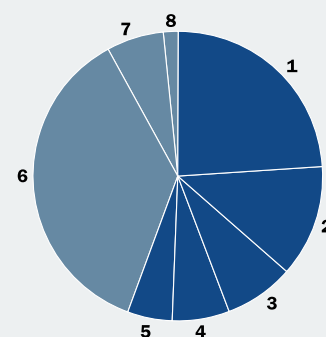
Call Box Program

1 Ongoing Maintenance	\$ 2,863,415
2 Other Operating Expenses	1,470,673
3 CHP Dispatchers	906,304
4 Consultants	752,528
5 Cellular Air Time	613,311
Call Box Program Total	6,606,231

Freeway Service Patrol

6 Towing Contracts	4,305,090
7 Other Operating Expenses	744,804
8 Consultants	192,991
Freeway Service Patrol Total	5,242,885

Total Expenses **\$11,849,116**



For a copy of SAFE's complete, audited general-purpose financial statements for fiscal year 1999-2000, contact the MTC Library at 510.464.7836, or via e-mail at library@mtc.ca.gov.

(a) CMAQ: Congestion Mitigation and Air Quality Improvement Program

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

COMBINED BALANCE SHEETS

<i>Years Ended June 30</i>	2000	1999
ASSETS		
Cash	\$ 62,136	\$ 26,426
Cash and investments in County Treasury	18,562,409	19,955,416
Accounts receivable		
Registration fees	536,830	1,011,377
Interest	246,145	235,617
State—Local Assistance Program	510,508	406,231
Federal grant—Traffic Management Plan	—	53,896
Federal grant—Congestion Mitigation and Air Quality Improvement Program	146,897	36,239
Bay Area Rapid Transit District	12,682	10,208
State match—Traffic Systems Management	—	4,695
Alameda County Transportation Authority	13,234	8,474
Prepaid expenses and other assets	152,038	151,886
Equipment, net of accumulated depreciation	2,586,396	3,517,710
Total Assets	\$22,829,275	\$25,418,175
LIABILITIES AND EQUITY		
Liabilities		
Accounts payable	\$ 1,205,942	\$ 2,040,204
Retentions payable	85,714	100,508
Accrued expenses	179,932	46,462
Unearned revenue	—	501,440
Total Liabilities	1,471,588	2,688,614
Equity		
Retained earnings	21,357,687	22,729,561
Total Equity	21,357,687	22,729,561
Total Liabilities and Equity	\$22,829,275	\$25,418,175

SERVICE AUTHORITY FOR FREEWAYS AND EXPRESSWAYS

COMBINED STATEMENTS OF REVENUES, EXPENSES AND CHANGES IN RETAINED EARNINGS

<i>Years Ended June 30</i>	2000	1999
REVENUES		
Registration fees	\$ 5,835,786	\$ 5,659,951
State—Local Assistance Program	2,722,327	2,623,812
State match—Traffic Systems Management	24,905	27,832
Federal grant—Traffic Management Program	82,116	385,707
Federal grant—Congestion Mitigation and Air Quality Improvement Program	706,966	214,813
Bay Area Rapid Transit District	73,837	61,223
Alameda County Transportation Authority	59,709	44,165
Interest	971,596	967,682
Total Revenues	10,477,242	9,985,185
OPERATING EXPENSES		
Towing contracts	4,305,090	3,791,923
Consulting	945,519	1,643,511
Dispatcher charges	927,258	888,839
Salaries and benefits	598,188	604,962
Depreciation	981,522	932,085
Communications charges	688,681	642,083
Repairs and maintenance	818,112	511,492
Knockdown/vandalism	206,053	549,071
Electronic repairs and maintenance	1,839,250	795,371
Insurance	46,618	46,496
Overhead charges	232,350	205,142
Professional fees	9,238	24,638
Other	251,237	286,285
Total Operating Expenses	11,849,116	10,921,898
Net Loss	(1,371,874)	(936,713)
Retained earnings, beginning of year	22,729,561	23,666,274
Retained Earnings, End of Year	\$21,357,687	\$22,729,561

COMBINED STATEMENTS OF CASH FLOWS

<i>Years Ended June 30</i>	2000	1999
Cash Flows From Operating Activities		
Net loss	\$ (1,371,874)	\$ (936,713)
Nonoperating revenues and expenses		
Federal operating grant revenues	(789,082)	(600,520)
Interest revenue	(971,596)	(967,682)
Adjustments to reconcile operating loss to net cash provided by (used for) operating activities		
Depreciation	981,522	932,085
Loss on disposal of assets	1,419	541
Changes in assets and liabilities		
Registration fees receivable	474,547	(33,717)
Other receivables	(106,816)	(378,407)
Prepaid expenses and other assets	(152)	(25,574)
Accounts payable	(834,262)	384,606
Retentions payable	(14,794)	82,705
Accrued expenses	133,470	46,462
Unearned revenue	(501,440)	501,440
Net Cash Flows Used for Operating Activities	(2,999,058)	(994,774)
Cash Flows From Noncapital Financing Activities		
Operating grants received	732,320	679,730
Cash Flows From Capital and Related Financing Activities		
Purchases of equipment	(51,626)	(390,709)
Cash Flows From Investing Activities		
Interest received	961,067	1,024,843
Net Increase (Decrease) in Cash and Cash Equivalents	(1,357,297)	319,090
Cash and cash equivalents, beginning of year	19,981,842	19,662,752
Cash and Cash Equivalents, End of Year	\$18,624,545	\$19,981,842
Reconciliation of Cash and Cash Equivalents		
Cash	\$ 62,136	\$ 26,426
Cash and cash investments in County Treasury	18,562,409	19,955,416
Total Cash and Cash Equivalents	\$18,624,545	\$19,981,842

CALL BOX STATEMENT OF REVENUES, EXPENSES AND INTERFUND TRANSFERS BY COUNTY

<i>Year Ended June 30, 2000</i>	<i>Alameda</i>	<i>Contra Costa</i>	<i>Marin</i>	<i>Napa</i>	<i>San Francisco</i>	<i>San Mateo</i>	<i>Santa Clara</i>	<i>Solano</i>	<i>Sonoma</i>	<i>Total</i>
REVENUES										
Department of Motor Vehicles registration fees	\$1,208,002	\$ 822,796	\$234,438	\$121,655	\$ 478,332	\$ 720,463	\$1,467,952	\$ 331,215	\$ 450,933	\$ 5,835,786
Interest	203,686	137,254	39,048	20,837	74,712	119,531	243,909	57,182	75,437	971,596
Total Revenues	1,411,688	960,050	273,486	142,492	553,044	839,994	1,711,861	388,397	526,370	6,807,382
EXPENSES										
Operating expenses	1,390,554	1,177,105	194,129	168,999	105,635	841,397	1,707,061	394,425	626,926	6,606,231
Interfund transfer to Freeway Service Patrol	490,144	256,174	139,849	—	62,194	214,717	381,417	—	28,530	1,573,025
Total Operating Expenses and Interfund Transfer	1,880,698	1,433,279	333,978	168,999	167,829	1,056,114	2,088,478	394,425	655,456	8,179,256
Net Income (Loss)	(469,010)	(473,229)	(60,492)	(26,507)	385,215	(216,120)	(376,617)	(6,028)	(129,086)	(1,371,874)
Retained earnings, beginning of year	5,094,863	3,281,922	4,375	(46,756)	2,206,368	2,681,876	7,418,421	(216,336)	2,216,888	22,641,621
Retained Earnings, End of Year	\$4,625,853	\$2,808,693	\$(56,117)	\$(73,263)	\$2,591,583	\$2,465,756	\$7,041,804	\$(222,364)	\$2,087,802	\$21,269,747

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Phone: 510.464.7836

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KEY PUBLICATIONS

- *Citizens' Guide to the Metropolitan Transportation Commission*
- *Moving Costs: A Transportation Funding Guide for the San Francisco Bay Area*
- *Getting There on Transit*
- *The Pothole Report: An Update on Bay Area Pavement Conditions*
- *Transactions (newsletter)*

All publications are available free of charge from the MTC Library; versions also are available on MTC's Web site (see below).

WEB SITES

- **Main site:**
www.mtc.ca.gov
- **Transit Information Web Page:**
www.transitinfo.org
- **TravInfo® Traveler Information System:**
www.travinfo.org
- **Pavement Management System:**
www.mtcpms.org
- **RIDES for Bay Area Commuters:**
www.rides.org



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